Woodburn Interchange Gateway Design Process

The Woodburn Interchange Aesthetic Advisory Panel, made up of community members, was appointed by the Woodburn City Council to advise the project team on aesthetic enhancements to the interchange design. An open house is scheduled for Tuesday, April 24 to display the recommendations of the Aesthetic Advisory Panel and to solicit public comments. However, the Open House will be held primarily to make informational presentations to the public prior to submitting a report to the City Council, and is not intended to generate new design ideas.

The Panel was initiated as a means of fulfilling the commitment ODOT made in the Environmental Assessment (EA) during the NEPA process (see Background below) to include locally approved aesthetic enhancements in the Interchange design and to develop those designs through the context sensitive solutions process. ¹.

The context sensitive design process commits ODOT to work closely with stakeholders in developing the project design enhancements. As part of this process, ODOT has previously committed to unveiling the design recommendations at the Open House.

Background from the EA

The genesis of the Panel and the design process is contained in:

- the Aesthetics goal of the project (Environmental Assessment, July 2005, p. 1-6), which is to, “Create a gateway entrance to Woodburn, (i.e. consider a variety of treatments such as underground utilities, landscaping, pavement widths.”
- one of the Mitigation Design Considerations listed in Section 5 of the EA, stating that ODOT would, “Design gateway intersections at I-5 as community enhancement areas with features appropriate to community urban design goals.”
- a stakeholder comment contained in Section 8 of the Revised Environmental Assessment published November 2006, which stated that, “Woodburn needs adequate visual improvements … [that will] create a more inviting environment for quality commercial development.” The ODOT response to this comment was that, “During … design of the project, various aesthetic improvements will be developed with the community using context sensitive design approaches.”

The graphics included below are for the principal design feature – the screen on the bridge. Other elements are additional landscaping and treatment of the noise protection walls.

¹ The innovative decision-making framework, known as Context Sensitive and Sustainable Solutions, or CS³ (pronounced C-S-cubed), helps ODOT preserve Oregon’s scenic, aesthetic, historical, environmental, economic and other community values while building safe and enduring projects. The CS³ umbrella includes eight factors: economic stimulus, diversity, environmental program management, environmental justice, mobility, public involvement, sustainability and cost-effectiveness.
Principal Gateway Design Feature – the Bridge Screen

Workshop output from Panel

- Intersecting arches on the bridge
- Suggests the land forms of the valley
- Actual or suggested landscape terraces
- Trees and landscaping if they can be maintained

Led to this design for the bridge screen:
Night View of Bridge

Landscaping Around Storm Water Detention

Protective Noise Wall with Split-faced Colored Concrete Block